PETROLEUM.

I.—Extension of certain Provisions of the Petroleum Act, XII of 1886, to Bombay, Kara'chi and Aden.

1. In exercise of the power conferred by sub-section (3) of Section 1 of the Petroleum Act (XII of 1886) the Governor in Council is pleased to extend the provisions of the said Act, other than those relating to dangerous petroleum and the importation of petroleum, to the cities of Bombay and Karáchi, and to Aden, with effect on and from the 1st of September 1890. (G. N. No. 5796, dated 18th August 1890.)

In exercise of the powers conferred by Sub-section (3) of Section 1 of the Petroleum Act XII of 1886, His Excellency the Governor in Council is pleased to direct that all the provisions of the said Act, other than those relating to dangerous petroleum and to the importation of petroleum, shall on and after the 1st day of September 1896, extend to the areas undermentioned, that is to say,

(1) the Municipal Districts of—

(*a*) the Suburban Municipality of Poona,

(*b*) the Broach City Municipality,

(*c*) the Ahmedabad City Municipality,

(*d*) the Súrat City Municipality;

(2) the Táluka of Jalgaon* in the Khándesh District, and

(3) all land between the City of Bombay and any of the aforesaid areas occupied by or acquired for—

(*a*) the G. I. P. Railway, or

(*b*) the B. B. & C. I. Railway for the purposes of such Railway, including not only all land within the fences or other boundary marks indicating the limits of the land appurtenant to such Railway, and all lines of rails, sidings and branches worked over for the purposes or in connection with the same, but also all stations, offices, warehouses, workshops, manufactories, compounds, yards, roads, open spaces and other lands, whether occupied by buildings or not, used or that may be used for the purposes of, or in connection with, such Railway.

(G. N. No. 6123, dated 5th August 1896.)

II.—Importation, Possession and Transport.

1. In exercise of the powers conferred by Section 8 of the Petroleum Act, XII of 1886† the Governor of Bombay in Council in pleased, with the previous sanction of the Governor General in Council, to make the following rules to regulate the importation of petroleum by sea into the Presidency of Bombay:—

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* G. N. No. 6314, dated 25th August 1897.

† This Act was brought into force from 2nd August 1890; *vide* G. I., H. D., Notn. No. 1078, dated 2nd August 1890, republished under G. N. No. 5480, dated 6th idem.

PRELIMINARY.

Short title.

1. These rules may be cited as the Bombay Petroleum Import Rules.

Interpretation.

2. In these rules,—

"The Act."

(*1*) "the Act" means the Petroleum Act, 1886:

"Petroleum declared dangerous."

(*2*) "petroleum declared dangerous" means petroleum which the master of a ship has declared under rule 5 to be dangerous petroleum:

"Certificated petroleum."

(*3*) "certificated petroleum" means petroleum in respect of which a certificate of such description as the Governor in Council, from time to time, by Resolution, permits to be recognized for the purposes of these rules, has been obtained, at the port of shipment, declaring that the said petroleum is not dangerous petroleum:

"Uncertificated petroleum"

(*4*) "uncertificated petroleum" means petroleum which is neither petroleum declared dangerous nor certificated petroleum:

"Petroleum reported dangerous" and "Petroleum reported not dangerous."

(*5*) "petroleum reported dangerous" and "petroleum reported not dangerous" mean petroleum which the testing officer has certified in a report under rule 23 to be, respectively, dangerous or not dangerous:

"Chief Customs-officer."

(*6*) "the Chief Customs-officer" means the chief executive officer of sea customs for any port to which these rules apply:

(*7*) "the Testing-officer" means the Testing-officer appointed by the Governor in Council under Section 9 of the Act for the port of Bombay, Karáchi or Aden, as the case may be: and

Words and expressions defined in the Petroleum Act.

(*8*) words and expressions defined in the Act have the same meanings as are respectively assigned to them therein.

PORTS AT WHICH PETROLEUM MAY BE IMPORTED.

Importation from Burma and foreign ports.

3. Petroleum from any port in Burma or from any port beyond the limits of British India may not be imported except at the ports of Bombay, Karáchi and Aden.

Importation from British Indian ports.

4. Petroleum from any port in British India, other than a port in Burma, may be imported at any port in the Bombay Presidency:

Provided as follows, namely:—

(*c*) or, if it is petroleum which is ordinarily used for lubricating or jute-batching purposes and which has a flashing-point above 150° of Fahrenheit's thermometer:

Provided that the officer whose duty it is, under Rule 21, to select samples of petroleum on board may at any time take a sample of any such petroleum or oil for the purpose of having it tested.

When a ship carrying petroleum must anchor at a special anchorage.

7. Every other ship having petroleum on board shall be anchored at such anchorage as the Conservator of the Port shall appoint in this behalf, and shall not leave such anchorage until such petroleum has been discharged.

Petroleum only to be landed at appointed landing-places.

8. Petroleum shall be landed only at such landing-places as shall be prescribed by the Chief Customs-officer, with the sanction of Government, for Bombay, of the Commissioner in Sind, for Karáchi, and of the Resident, for Aden.

Petroleum referred to in Rule 7 not to be landed until it has been tested.

9. Except as is otherwise provided in Rules 10 and 11, no petroleum shall be landed from any ship referred to in Rule 7 until the Testing-officer's report in respect thereof has been received in the office of the Chief Customs-officer.

Exception in respect of petroleum declared dangerous which is not in excess of forty gallons or is covered by an import license.

10. If the quantity of petroleum declared dangerous on board a ship does not exceed forty gallons and there is no other petroleum on board, or the aggregate quantity of petroleum on board, including petroleum declared dangerous, does not exceed forty gallons, the said petroleum may be forthwith landed.

If the quantity of petroleum declared dangerous exceeds forty gallons, or if it does not exceed forty gallons, but the aggregate quantity of petroleum on board exceeds that amount, the whole or any portion thereof may be at once landed, if the whole amount of the petroleum on board is covered by an import license under Section 5 of the Act.

Except in respect of certificated petroleum exceeding five thousand gallons.

11. The Chief Customs-officer may, in anticipation of the Testing-officer's report, allow the consignee of any certificated petroleum exceeding five thousand gallons in quantity to discharge the same into boats or to land it.

Such permission shall be subject to the condition that the boats into which the petroleum is discharged shall remain at such place as may be directed by the Chief Customs-officer, or that the petroleum shall be landed at a landing place duly appointed for this purpose under Rule 8, and be stored in a public warehouse built according to any rules in force

for the storage of petroleum and set apart for the storage of certificated petroleum which has not been reported not dangerous, or within such limits as may be approved for the purpose by the Chief Customs-officer.

Before removal to such warehouse the petroleum must be entered inwards and cleared under Sections 86 and 87 of the Sea Customs Act.

Testing-officer's report to be final as to the nature of the petroleum tested.

12. As soon as the Testing-officer's report has been received in the office of the Chief Customs-officer, the petroleum to which the same relates shall be deemed to be dangerous or not dangerous in accordance with the said report; and any petroleum reported dangerous which has not been declared dangerous shall at once be subject to the provisions relating to dangerous petroleum.

Landing of petroleum reported not dangerous.

13. Petroleum reported not dangerous may be landed forthwith.

Dangerous petroleum in excess of forty gallons may not be landed except under an import license.

14. If the petroleum reported dangerous, together with the petroleum declared dangerous, if any, exceeds forty gallons in quantity and the same has not been already landed under the second paragraph of Rule 10, no part of it shall be landed without production of an import license under Section 5 of the Act covering the whole amount thereof.

Import licenses how obtainable.

15. Applications for import licenses under the said section shall be submitted in Bombay to the Commissioner of Police, in Aden to the Resident, and in Karáchi to the Collector of Customs, Karáchi, who will, after inquiry, forward the same with their opinion to Government in the Revenue Department.

If the application is granted, a license, signed by a Secretary to Government will be forwarded to the applicant through the officer to whom his application was submitted.

Petroleum to be landed, &c., only in the daytime.

16. Except* in the case specified in Rule No. 18 (II) below, petroleum shall not be discharged, landed or transhipped at any time between sunset and sunrise.

Smoking and fire, &c., on cargo-boats and, if the light be naked, in licensed premises, prohibited.

17. Smoking and the use of any fire or light are prohibited—

(*a*) on any boat which is being used for landing or transhipping petroleum, and

(*b*) in any premises or enclosure licensed for the storage of petroleum in bulk, unless, in the case of a light, such light be not naked

* G. N. No. 10230, dated 14th December 1896.

(*a*) if such petroleum be dangerous petroleum, it must,—

(i) if it exceeds forty gallons in quantity, be covered by an import license under Section 5 of the Act; or,

(ii) if it exceeds three gallons but does not exceed forty gallons in quantity, be covered by a possession or transport license under section 6 of the Act; or,

(iii) if it does not exceed three gallons in quantity, be contained in vessels of the nature prescribed in the proviso to Section 6 of the Act;

(*b*) if such petroleum be not dangerous, it must have been certified to be not dangerous by a Testing-officer appointed by a Local Government under Section 9 of the Act, and the words "not dangerous" must be noted on the shipping bill and on the export manifest.

PROCEDURE ON IMPORTATION AT BOMBAY, KARA'CHI AND ADEN.*

(*a*) *Ascertainment of the Quantity and Description of Petroleum on Boardship.*

Declaration to be made by master of ship carrying petroleum or by the ship's agent.

5. Except as is hereinafter otherwise provided, the master of every ship bound for Bombay, Karáchi or Aden, carrying petroleum, shall deliver to the pilot before reaching the points hereinbelow specified, namely:—

at Bombay—the Sunk Rock Light-house;

at Karáchi—the No. 2 Deep-water Point moorings;

at Aden—such point as shall be fixed on this behalf by the Resident;

a written declaration under his signature stating—

(*a*) what quantity of petroleum the ship is carrying;

(*b*) whether any, and, if so, what part of it is dangerous petroleum;

(*c*) whether any, and, if so, what part of it is certificated petroleum; and

(*d*) whether any, and, if so, what part of it is oil intended exclusively for lubricating or jute-batching purposes and having a flashing-point above 150° of Fahrenheit's thermometer:

Provided that, if, in anticipation of a ship's arrival, the agent of such ship delivers to the Port-officer a written declaration as aforesaid under his signature, no such declaration shall be necessary by the master of the ship.

If the master or agent declares that any petroleum is certificated petroleum, he shall deliver to the pilot

* The following instructions, issued by the Political Resident at Aden for the purpose of carrying out the Rules under Section 7 of the Petroleum Act, VIII of 1881 (repealed by Act

or Port-officer, as the case may be, along with his declaration, the certificate relating to such petroleum.

Every such certificate and declaration delivered to a pilot shall by him be made over without delay to the Port-officer, and all certificates and declarations received by the Port-officer shall, with all convenient despatch, be forwarded by him to the Chief Customs-officer.

(*b*) *Discharge, Landing, Transhipment and Storage of Petroleum.*

When a ship carrying petroleum may anchor at ordinary anchorages.

6. A ship may proceed to the usual anchorage in the port and there discharge the petroleum—

(*a*) if it is petroleum which has been certified not to be dangerous under Section 9 of the Act, and has come from a port in British India as a part of a general cargo, and the quantity does not exceed five thousand gallons;

(*b*) or, if it is certificated petroleum not exceeding five thousand gallons in quantity, and the master produces the certificate to the pilot;

XII of 1886), were approved by Government Resolution, General Department, No. 3800, dated 17th October 1884 :—

1. The master of every ship bound for Aden, conveying petroleum, shall deliver to the pilot the declaration in duplicate required by Rule 2 before entering the limits of the Inner Harbour, or before anchoring in the Outer Harbour. The pilot shall send one copy of the declaration to the Superintendent of A'bkári, and the other to the Conservator of the Port.

2. A ship having on board

(*a*) petroleum declared dangerous; or

(*b*) certificated petroleum exceeding five hundred gallons in quantity; or

(*c*) uncertificated petroleum;

shall remain in the Outer Harbour leeward of all other shipping, at such anchorage as the Conservator of the Port shall appoint.

3. The Superintendent of A'bkári has been authorized to proceed on board and obtain samples of petroleum and to carry out the duties assigned in Rule 2.

4. Petroleum discharged under Rule 3, and petroleum reported not dangerous passed under Rule 10, may be debarked on any Government or private pier or landing place, used for goods.

5. Dangerous petroleum shall be landed at the Pier at Shaikh Othman and deposited in the Government warehouse there.

6. In order that vessels importing certificated petroleum, exceeding 500 gallons in quantity, and uncertificated petroleum may not be unnecessarily detained until the petroleum on board thereof has been examined, such petroleum may either be landed at the pier at Shaikh Othman and deposited in the Government warehouse there, until it has been tested by the Chemical Examiner; or such petroleum may be deposited in lighters or boats which shall remain at anchor during the North-East Monsoon 1,000 yards north-east from the Light Vessel, and in the South-West Monsoon 600 yards due north from the Outer P & O. Moorings, until duly passed.

Note.—Owners, importers or consignees may store petroleum in the warehouse at the Shaikh Othman Pier, if they are not in possession of premises which fulfil the conditions prescribed by Rule 2 under Section 9 of the Act, and warehouse rent will be levied as under :—

For each case—anna 1 per quarter or part of quarter;

For each barrel—annas 4 per quarter or part of quarter.

Licenses for the import, possession or transport of petroleum will be issued by the Court of the Resident.

but protected. (G. N. No. 4301, dated 8th June 1897.)

Petroleum not to be stacked on or near landing-places.

18. Petroleum shall not be stacked on or near any landing-places, but shall be removed with the least possible delay to its proper destination.

(For part II of Rule No. 18 *vide* G. N. No. 5018, dated 11th July 1893.)

Transhipment of petroleum.

19. Except as is otherwise provided in Rules 16 and 17, the transhipment of certificated petroleum or of petroleum which has been certified not to be dangerous under Section 9 of the Act, for any other port, whether within or beyond the limits of British India, shall not be subject to any restriction other than what is imposed by any rules under the Sea Customs Act.

Storage of petroleum.

20. Dangerous petroleum and petroleum exceeding five hundred gallons in quantity shall not be stored on any premises which are not licensed under Section 11 of the Act.

(*c*) *Selection and Delivery of Samples.*

Selection of samples.

21. When a ship is brought to anchor at the anchorage appointed under Rule 7, the Superintendent of the Preventive Service or any Inspector of the Preventive Service at Bombay, the Head Preventive Officer at Karáchi, and the Inspector of Abkári under the orders of the Collector of Abkári at Aden, shall proceed on board and select, as soon as possible, samples of every variety of petroleum on board other than petroleum declared dangerous.

Delivery of samples by master.

The master shall deliver to the said officer without charge such samples as he shall select.

Forwarding of samples to the Testing-officer.

The said officer shall forthwith seal each sample so obtained and affix to each the name of the ship, the name of the consignee of the petroleum, and such other particulars or distinguishing marks as he thinks fit, and forward them to the Testing-officer for report.

Number of samples to be selected.

22. Samples shall be selected in the proportion of one sample for every fifteen thousand cases or fraction of fifteen thousand cases of certificated petroleum, and one sample to every ten thousand cases or fraction of ten thousand cases of uncertificated petroleum of each brand or quality comprised in the cargo.

(*d*) *Testing.*

Report by Testing-officer.

23. The Testing-officer on completing his tests shall, as soon as practicable, and ordinarily within twenty-four hours after the receipt of

the samples, sign a report certifying to the Chief Customs-officer that the samples are or are not of dangerous petroleum, as the case may be.

Averaging results of tests.

24. If more than one sample of any one brand or quality forming the cargo or a portion of the cargo of a ship is sent to the Testing-officer for report, that officer shall test each sample separately and strike an average of the results of testing the several samples. If the average flashing-point is not lower than 73° of Fahrenheit's thermometer and no one test gives a flashing-point below 70° of that thermometer, the whole of the petroleum represented by the samples shall be reported as not dangerous.

Procedure when tests show dangerous want of uniformity.

25. When the results of the testing of samples raise a doubt as to the uniformity of the quality of the petroleum in any consignment stated to be of one uniform quality, the Testing-officer, if he thinks further tests necessary to satisfy him that none of the petroleum is dangerous, shall inform the Chief Customs-officer.

The Chief Customs-officer shall cause the petroleum in question to be landed and stacked in lots of one thousand cases each or to be discharged into boats each containing five hundred cases; and the officer named in Rule 21 shall select and deliver to the Testing-officer one sample from each lot. The result of the testing of each of these samples shall determine the quality of the lot which such sample represents.

If the petroleum has been already landed and stored under Rule 11, it shall be divided into lots, and samples of each lot shall be selected as aforesaid by the Superintendent of Police.

(*e*) *Fees for Sampling and Testing.*

Fees.

26. The following fees shall be charged for sampling and testing petroleum:—

(*1*) under Rules 21 and 24—

for each sample selected, one rupee;

for each sample tested, one rupee;

(*2*) under Rule 25—

for each sample selected, five rupees;

for each sample tested, five rupees.

GENERAL EXCEPTION.

Petroleum comprised in ship's stores in reasonable quantity not subject to these results.

27. Nothing in these rules applies to petroleum other than dangerous petroleum comprised in a ship's stores and manifested as such, if the quantity thereof is not, in the opinion of the Chief Customs-officer, unreasonably large.

If, in the opinion of the said officer, the quantity of petroleum is unreasonably large, the provisions

of these rules shall be applicable to the excess over and above the quantity which he deems reasonable

(G. Ns. Nos. 2743, dated 22nd April 1890, and 3772, dated 31st May 1890.)

2. In exercise of the powers conferred by Section 11 of the Petroleum Act, XII of 1886, the Governor of Bombay in Council is pleased, with the previous sanction of the Governor General in Council, to make the following rules to regulate the granting of licenses to possess or transport petroleum in the Presidency of Bombay :—

Preliminary.

Interpretation.

1. In these rules,—

"The Act."

(*1*) "the Act" means the Petroleum Act, 1886.

"City of Bombay."

(*2*) "City of Bombay" includes every place for the time being within the local limits of the ordinary original civil jurisdiction of the High Court of Judicature at Bombay, and

Words and expressions defined in the Petroleum Act.

(*3*) Words and expressions defined in the Act have the same meaning as in the Act.

Local extent.

2. These rules, so far as they apply to dangerous petroleum, extend to the whole of the Presidency of Bombay, and, so far as they apply to other petroleum, only to those local areas to which the rest of the Act has, for the time being, been extended by a notification of the Governor in Council under Section 1, sub-section (*3*) of the Act.

Possession of Petroleum.

Licenses for possession not to be granted unless the premises on which the petroleum is to be stored fulfil certain conditions.

3. Licenses for keeping petroleum exceeding five hundred gallons in quantity or dangerous petroleum shall ordinarily be granted only when the premises intended to be used for the storage of such petroleum are separated by a clear open space of not less than twenty feet on every side from any other building, and when they also fulfil the following conditions, namely :—

(*a*) in the City of Bombay, when the building in which the petroleum is to be stored is constructed of masonry with terraced or iron roof, and with tiled or paved or earthen floors, and when the doorways and openings of the building are built up to a height of not less than two feet above the level of the road or street, or when the floor is sunk at least two feet below the level of the road or street so that petroleum cannot flow out of the building in case of fire ;

(*b*) outside the City of Bombay, either the conditions specified in clause (*a*) or the following conditions, namely, when the building in which the petroleum is to be stored is built of brick or earth and no inflammable material has been

used in the construction of any portion thereof except the doors; and when the building is surrounded by a wall or earthen embankment not less than four feet high with a trench between such wall or embankment and the building, close to and completely surrounding the building, of sufficient capacity to hold all the petroleum stored and to prevent its escape beyond the limits of the trench in case of fire:

Proviso.

Provided that Government or the officer who grants the license (as the case may be) may for special reasons (which, when the license is granted by an officer, shall be recorded by him in writing before he grants the license) dispense with any or all of the said conditions.

Premises in respect of which license for keeping petroleum has been granted to be subject to inspection.

4. The licensing-officer, or any police-officer of or above the rank of head constable, may enter any premises in respect of which a license for the possession of petroleum has been granted for the purpose of inspecting the same, at any time between sunrise and sunset.

License must afford facilities for examination and, if required, give samples of his petroleum.

5. The licensing-officer, or any police-officer as aforesaid, may require any licensee to show him any of the vessels in which any of the petroleum in his possession is stored or contained, to give him such assistance as he may require for examining the same and to deliver to him a sample from any vessel which he indicates for this purpose on payment of the value of such sample.

The procedure prescribed in Section 13 of the Act shall be followed in respect of the testing of any sample so obtained, the licensee being deemed for this purpose a dealer in petroleum.

Transport of Petroleum.

Circumstances under which licenses for transport may be granted.

6. Licenses for the transport of petroleum shall only be granted if the petroleum to be transported is packed in air-tight tins or other vessels not easily broken or is contained in bottles securely stopped and carefully packed so as to avoid risk of breakage.

If the petroleum is to be conveyed in a cart, it shall only be so transported between sunrise and sunset.

Duty of police to inspect petroleum in transit.

7. It shall be the duty of all police-officers to see that petroleum which is being transported under a license is conveyed only in the manner prescribed in the last preceding rule and by such route as is specified in the license; any such officer may stop and inspect any petroleum in transit and, if necessary, require the person in charge of the same to comply with

these rules or with any of the conditions of the transport license.

Grant of Licenses.

Licenses for possession or transport under Section 5 of the Act how to be obtained.

8. Applications under Section 5 of the Act for a license to keep or transport dangerous petroleum exceeding forty gallons in quantity shall be submitted in the City of Bombay to the Commissioner of Police, in Aden to the Resident, and elsewhere to the Commissioner of the Division, who will, after inquiry, forward the same with their opinion to Government in the Revenue Department.

If the application is granted, the license, signed by a Secretary to Government, will be forwarded to the applicant through the officer to whom his application was submitted.

Other licenses for possession or transport how to be obtained.

9. Application for licenses to possess or transport petroleum not falling under Section 5 of the Act should be made to the officers who are herein below respectively authorized to grant the said licenses, namely :—

License for—	If applied for in—	May be granted by—
(1) Keeping dangerous petroleum equal to or less than forty gallons in quantity by one person or on the same premises. (2) Keeping petroleum exceeding five hundred gallons in quantity by one person or on the same premises.	(1) The City of Bombay. (2) Aden. (3) Elsewhere.	(1) The Municipal Commissioner. (2) The Resident. (3) The District Magistrate or such other officer as Government by notification in the *Bombay Government Gazette* from time to time specially authorizes in this behalf.
(3) Transporting dangerous petroleum equal to or less than forty gallons in quantity. (4) Transporting petroleum exceeding five hundred gallons in quantity.	(1) The City of Bombay. (2) Aden. (3) Elsewhere.	(1) The Commissioner or Deputy Commissioner of Police. (2) The Resident. (3) The District Magistrate or such other officer as Government specially authorizes in this behalf in the manner aforesaid.

Applications for licenses how to be made.

10. (*1*) Applications for licenses for keeping or transporting petroleum shall be in writing.

(*2*) Applications for licenses for keeping petroleum shall specify—

(*a*) the description and quantity of petroleum which the applicant desires to keep ;

(*b*) the name and position of the premises in which it is proposed to keep the said petroleum, and whether the said premises fulfil the conditions required by Rule 3 ;

(*c*) the purpose for which the applicant desires to keep the said petroleum ;

(*d*) the amount of petroleum, if any already licensed, to be kept in the same premises.

(*3*) Applications for licenses for transporting petroleum shall specify—

(*e*) the description and quantity of petroleum to be transported;

(*f*) the places from and to which it is desired to transport the said petroleum;

(*g*) the route and means by which it is proposed to convey the same; and

(*h*) the kind of vessels in which the petroleum to be transported is contained.

(*4*) In the case of applications for licenses for the possession or transport of dangerous petroleum under Section 5 of the Act, the application shall also contain the particulars required by sub-section (*2*) of that section.

Quantity for which license may be granted.

11. In dealing with any application under Section 6 or Section 10 of the Act the licensing-officer may, in his discretion, grant a license for the possession or transport of such quantity of petroleum as he thinks fit.

Period for which licenses are to be in force.

12. Every license for the possession of petroleum shall be in force for one year from the date of the grant thereof; and every license for the transport of petroleum shall be in force for such period not exceeding three months from the date of the grant thereof as shall be fixed by Government or by the officer who grants the same, unless such license is revoked by competent authority before the expiry of such period.

Applications for renewal of licenses how to be made.

13. Every application for the renewal of a license for the possession of petroleum shall be made in the same manner as an application for an original license. Every such application shall be made not less than fifteen days before the day on which the original license expires.

Fees for Licenses.

Amounts of fees to be charged.

14. The following fees shall be charged for licenses to keep or transport petroleum, whether original or renewed, namely:—

	Rs.
(*1*) License for keeping dangerous petroleum exceeding forty gallons in quantity; for every forty gallons or fraction of forty gallons...	5
(*2*) License for the transport of do.; for every forty gallons or fraction of forty gallons	4
(*3*) License for the possession of dangerous petroleum not exceeding forty gallons in quantity ...	3
(*4*) License for the transport of do. do. ...	2

		Rs.
(*b*)	License for keeping petroleum (other than dangerous petroleum)—	
	(*a*) when the quantity to be stored exceeds five hundred but does not exceed one thousand gallons	12
	(*b*) when the quantity to be stored exceeds one thousand gallons but does not exceed five thousand gallons ...	Rs. 2 extra for each one thousand gallons or part of one thousand gallons in excess of one thousand gallons;
	(*c*) when the quantity to be stored exceeds five thousand gallons ...	Rs. 4 for every (additional) one thousand gallons or part of one thousand gallons in excess of five thousand gallons.
(*6*)	License for the transport of petroleum (other than dangerous petroleum)—	
	when the quantity exceeds five hundred but does not exceed five thousand gallons.	1
	for every additional five thousand gallons or part of five thousand gallons	1

Forms and Conditions of Licenses.

15. Licenses granted under these rules shall be in the forms and shall have inserted in them the conditions respectively prescribed in the schedule hereto annexed.

Forms and conditions of licenses to be as per schedule.

Revocation of Licenses.

16. Every license granted under these rules may at any time be revoked by Government or by the officer who granted it, or his successor in office, on its being established to the satisfaction of Government or of such officer that the licensee or any person in his employ has infringed any of its conditions or any provision of these rules or of the Act.

When licenses may be revoked by Government or by the officer who granted them.

A.

Form of License to keep Dangerous Petroleum, to be granted under Section 5 or Section 6 of the Act.

No.

Fee Rs.

License is hereby granted to to keep in the premises described below gallons of dangerous petroleum, subject to the conditions prescribed on the reverse.

This license shall continue in force for one year from the date hereof; and may be renewed on application being made for this purpose not less than fifteen days previous to the expiry of the said year.

Description of premises above referred to :—

(Signed)

Secretary to the Government of Bombay.

When the amount of petroleum does not exceed forty gallons. { *or* Municipal Commissioner, Bombay. *or* Resident, Aden. *or* District Magistrate.

Reverse.

This license is granted subject to the following conditions :—

1. No goods of a combustible nature shall be stored in the premises in respect of which this license is granted.

2. Every case (*or* tin, &c.) in which the petroleum is contained must bear a label as required by Section 7 of the Act.

3. No vessel containing petroleum shall be opened, and no oil shall be drawn from any vessel, within the building in which the petroleum is stored.

4. No smoking, light or fire in any form shall be permitted at any time within the said building.

5. If Government or the officer who grants this license requires the holder of this license, by notice in writing, to execute any repairs, which may, in the opinion of Government or of such officer, be necessary for the safety of the premises in respect of which this license is granted, the holder of this license shall execute the same within such period, not being less than one week from the date of the receipt of the notice, as may be fixed by the notice.

6. The license-holder shall not deliver any quantity of the petroleum covered by this license exceeding three gallons to any person who does not hold a license to possess the same under Section 5 or 6 of the Act. If he delivers any quantity thereof not exceeding three gallons to any person, he shall observe the provisions of the proviso to Section 6 of the Act as to the vessels in which such petroleum must be contained.

B.

Form of License for transport of Dangerous Petroleum, to be granted under Section 5 or Section 6 of the Act.

No.

Fee Rs.

License is hereby given to of under Section of the Petroleum Act, 1886, to transport cases

(*or* tins, &c., *as the case may be*) containing in all gallons of dangerous petroleum from to , subject to the conditions prescribed on the reverse and by the following route, namely :—

The amount of petroleum in each case (*or* tin, &c.) is stated below :—

This license shall continue in force only till the day of 189 .

(Signed)

Secretary to Government.

When the amount of petroleum does not exceed forty gallons. { *or* Commissioner *or* Deputy Commissioner of Police, Bombay. *or* Resident, Aden. *or* District Magistrate.

Reverse.

This license is granted subject to the following conditions :—

1. The petroleum shall be carried in $\frac{\text{covered boats}}{\text{carts}}$.

2. Every case (*or* tin, &c.) in which the petroleum is contained must bear a label as required by Section 7 of the Act.

3. No smoking, fire or light of any kind shall be permitted on the $\frac{\text{boats}}{\text{carts}}$ in which the petroleum is carried.

4. The license-holder shall not deliver any quantity of the petroleum covered by this license exceeding three gallons to any person who has not a license to possess the same under Section 5 or 6 of the Act. If he delivers any quantity thereof not exceeding three gallons to any person, he shall observe the provisions of the proviso to Section 6 of the Act as to the vessels in which such petroleum must be contained.

5. Should the Commissioner of Police or any District Magistrate* through whose jurisdiction the petroleum covered by this license has to pass consider it necessary to send a guard with the same, the license-holder shall, before conveying the said petroleum within the said jurisdiction, pay the cost of such guard at such rate as shall be fixed by the Commissioner or Magistrate.*

C.

Form of License to keep Petroleum other than Dangerous Petroleum, to be granted under Section 10 of the Act.

No.

Fee Rs.

License is hereby granted to to keep in the premises described below gallons of petroleum which is not dangerous petroleum subject to the conditions prescribed on the reverse.

* In Aden substitute the "Resident."

This license shall continue in force only till the day of 189 .

Description of the premises above referred to :—

(Signed)

Municipal Commissioner, Bombay.
or Resident, Aden.
or District Magistrate.

The 189 .

Reverse.

This license is granted subject to the following conditions :—

1. No goods of a combustible nature shall be stored in the premises in respect of which this license is granted.
2. No vessel containing petroleum shall be opened and no oil shall be drawn from any vessel within the building in which the petroleum is stored.
3. No smoking, light or fire in any form shall be permitted at any time within such building.
4. If the licensing officer requires the holder of this license, by notice in writing, to execute any repairs which may, in the opinion of such officer, be necessary for the safety of the premises in respect of which this license is granted, the holder of this license shall execute the same within such period, not being less than one week from the date of the receipt of the notice, as may be fixed by the notice.

D.

Form of License to transport Petroleum other than Dangerous Petroleum to be granted under Section 10 of the Act.

No.

Fee Rs.....

License is hereby granted to to transport cases (*or* tins, &c.) of petroleum which is not dangerous petroleum from to subject to the conditions prescribed on the reverse and by the following route, namely :—

This license shall continue in force only till the day of 189 .

Dated of 189 .

(Signed)

Commissioner *or* Deputy Commissioner of Police, Bombay ;
or Resident, Aden ;
or District Magistrate.

This license is granted subject to the following conditions :—

Reverse.

1. The petroleum shall be carried in covered boats/carts.

2. No smoking, fire or light of any description shall be allowed in the boats/carts in which the petroleum is being carried.

(G. N. No. 2743-A, dated 22nd April 1890.)

3. The Governor of Bombay in Council is pleased with the previous sanction of the Governor General in Council, to make the following rules under Sections 8 and 11 of the Petroleum Act, 1886, in modification and continuation of the rules made under the said sections and published in the notifications noted in the margin :—

Nos. 2743 and 2743-A of 22nd April 1890, at pages 341-348 of the *Bombay Government Gazette* for 1890, Part I.

Rules under Section 8.

1. To clause (5) of No. 2 of the rules made under Section 8 of the said Act and published by Notification No. 2743 of 22nd April 1890, there shall be added the following, *viz.* :—

"and 'petroleum in bulk,' means petroleum in any vessel or receptacle having the capacity of 300 gallons or upwards."

2. To No. 18 of the said rules there shall be added the following, *viz.* :—

"(11). When petroleum is imported in bulk, its removal from the ship shall be effected by means of a hose and a wrought-iron pipe and it shall be pumped into storage tanks. The discharge shall be continuous day and night until completed, weather and appliances permitting. When working at night the electric light only shall be used, and when the ship has finished discharging, the pipe to the storage tanks shall immediately be emptied by means of a supplementary pump on shore. If for any cause the discharge of petroleum is at any time suspended, arrangements must be made by means of a valve for effectually preventing any of the oil left in the pipe from escaping."

(G. N. No. 10230, dated 14th December 1896.)

3. For No. 22 of the said rules there shall be substituted the following, *viz.* :—

"22. The number of samples to be selected of each brand or quality contained in the cargo shall be as follows :

(1).—*Certificated Petroleum.*

(a) in cases.	One sample for every 15,000 cases, or fraction of 15,000 cases.
(b) (i) in bulk or in tanks, or	One sample for every 120,000 gallons or part of 120,000 gallons, whether contained in a single com-

(ii) in hogsheads, casks or drums, and declared to be of uniform quality.

partment or tank, or in a number of compartments, tanks, hogsheads, casks or drums forming a single consignment of the same brand or quality.

(2).—*Uncertificated Petroleum.*

(*a*) in cases.

One sample for every 10,000, or fraction of 10,000 cases.

(*b*) (i) in bulk or in tanks, or (ii) in hogsheads, casks or drums and declared to be of uniform quality.

One sample for every 80,000 gallons or part of 80,000 gallons, whether contained in a single compartment or tank, or in number of compartments, tanks, hogsheads, casks or drums forming a single consignment of the same brand or quality.

4. Before paragraph 2 of No. 25 of the said rules there shall be inserted the following, *viz.*:—

"When the consignment is imported in cases."

And in the said paragraph after the word "shall" the word "thereupon" shall be omitted.

There shall be added to the said paragraph the following, *viz.*:—

"When the consignment is imported in bulk, should the Testing-officer think a further test necessary, the Chief Customs-officer, after the contents of the tank from which the original sample was taken have been duly stirred, shall forward a second sample, and, until receipt of the Testing-officer's further report, shall prevent the landing of any portion of the contents of the tank in question. Should the report of the second sample prove unsatisfactory, the Chief Customs-officer shall treat as dangerous the whole contents of the tank in question."

Rules under Section 11.

1. To No. 1 of the rules made under Section 11 of the said Act and published by Notification No. 2743-A of 22nd April 1890, there shall be added the following, *viz.*:—

"(4) Petroleum in bulk means petroleum in any vessel or receptacle having the capacity of 300 gallons or upwards."

2. In Rule 3 of the said rules made under the said Section 11, after clause (*b*) and before the proviso, there shall be added the following, *viz.*:—

(*A*) Notwithstanding anything in the foregoing rules the Local Government may, in its discretion, and subject to such conditions as it may prescribe, grant a license for the possession of any stated quantity of petroleum in a place specially prepared for the storage of petroleum in bulk in accordance with plans and specifications approved by the Local Government. The capacity in gal-

lons shall be conspicuously marked on every storage-tank or other receptacle in such place.

(*B*). Any tank or receptacle for the storage of petroleum in bulk that may be erected, with the written consent of the Trustees and in accordance with plans and specifications approved by the Local Government, on the land vesting in or held by the Trustees of the Port of Bombay or of the Port* of Karáchi shall be deemed to be a place in respect of which a license for the possession of petroleum has been granted under these rules.

(*C*). Wharves at which petroleum in bulk is to be landed must be notified in the *Government Gazette* under the Sea Customs Act as landing places for non-dangerous petroleum.

3. For No. 6 of the said rules made under the said Section 11 there shall be substituted the following, *viz.* :—

Transport in bulk of dangerous petroleum prohibited.

6. (1) The transport of dangerous petroleum in bulk is absolutely prohibited.

Special license necessary for transport of dangerous petroleum.

(2) No dangerous petroleum shall be transported without a special license.

Licenses general and special for transport in bulk of non-dangerous petroleum.

(3) For the transport of petroleum other than dangerous in quantities exceeding 500 gallons, licenses, either general or special, may be granted.

Licenses for transport otherwise than in bulk.

(4) Licenses for the transport of petroleum otherwise than in bulk shall be granted only if the petroleum to be transported is packed in air-tight tins or other vessels not easily broken, or is contained in bottles securely stopped and carefully packed so as to avoid risk of breakage.

Licenses for transport in bulk.

(5) Licenses may be granted for the transport in bulk of petroleum, other than dangerous petroleum,

(*a*) by rail, if the petroleum is contained in tank-wagons or portable tanks approved by the railway administration over whose line it is intended to transport it,

(*b*) by steamer or barge if the vessel is certified to be fit for the service by an officer appointed by the Local Government in this behalf,

(*c*) by carts, if the carts are certified to be fit for such transport by an officer appointed by the Local Government for this purpose,

on such arrangements as may be approved by Government being made for freeing from gas, tanks, rail-

Arrangements for freeing gas.

* *Vide* Government Notification No. 1028, dated 8th February 1899

way-wagons, steamers, barges and carts in which petroleum has been stored or carried in bulk.

General licenses.

(6) (*a*) General licenses for a period of twelve months may be issued for the transport of petroleum, other than dangerous, by rail, by road or by water. Such licenses shall authorize the holders to transport any petroleum *bonâ fide* their own property without restriction as to destination or quantity. (G. N. No. 5710, dated 5th September 1898.)

Passes.

(*b*) The holder of a general license with each consignment of petroleum conveyed under cover thereof shall issue a pass in Form G appended to these rules, which shall specify the places from and to which the petroleum is to be conveyed and the quantity of petroleum covered by the pass. Each pass shall be numbered and the number of the general license shall be legibly marked on a conspicuous part of the last case on the cart, or in some other conspicuous manner.

Special licenses how long to be in force.

(7) Special licenses for the transport of petroleum shall, unless earlier revoked by competent authority, be in force for such period not exceeding six months from the date of the grant thereof as shall be fixed by Government or by the officer who grants the same.

and what to contain.

(8) Every special license for the transport of petroleum shall specify the places from and to which respectively the petroleum is to be conveyed, the quantity of petroleum covered by the license, and the time for which the license is in force.

4. In No. 12 of the said rules under the said Section 11 all after the words "grant thereof" shall be omitted.

5. To No. 14 of the said rules there shall be added the following, *viz.*:—

"(7) General license for the transport of petroleum by rail, by road or by water for 12 months...Rs. 100."

6. The subjoined schedule of forms shall be substituted for the present Forms A to D.

SCHEDULE.

FORM A.

License to possess dangerous Petroleum to be granted under Section 5 or Section 6 of the Petroleum Act (XII of) 1886.

No.

Fee, Rs.....

License is hereby granted to

for the storage in the place described below, of gallons of dangerous petroleum, subject to the rules and conditions prescribed on the reverse.

This licence shall continue in force for one year from the date thereof, and may be renewed on application being made for this purpose not less than fifteen days previous to the expiry of the said year.

Description of premises above referred to :—

(Signed)

Secretary to the Government of Bombay.

When the amount of petroleum does not exceed forty gallons { *or* Municipal Commissioner, Bombay. / *or* Resident, Aden. / *or* District Magistrate.

ENDORSEMENT ON FORM A.

Rules.

[Here enter Rules Nos. 1 to 5, both inclusive, and No. 16 of the rules under Section 11 of the Act.]

Conditions.

This license is granted subject to the following conditions :—

1. No goods of a combustible nature shall be stored in the premises in respect of which this license is granted.

2. Every case (or tin, &c.,) in which the petroleum is contained must bear a label as required by Section 7 of the Act.

3. No vessel containing petroleum shall be opened and no oil shall be drawn from any vessel within the building in which the petroleum is stored.

4. No smoking, fire or light in any form shall be permitted at any time within the said building.

5. If Government, or the officer who grants this license, requires the holder of this license, by notice in writing, to execute any repairs which may, in the opinion of Government, or of such officer, be necessary for the safety of the premises in respect of which this license is granted, the holder of this license shall execute the same within such period, not being less than one week from the date of the receipt of the notice, as may be fixed by the notice.

6. The license-holder shall not deliver any quantity of the petroleum covered by this license exceeding three gallons to any person who does not hold a license to possess the same under Section 5 or 6 of the Act. If he delivers any quantity thereof not exceeding three gallons to any person, he shall observe the provisions of the proviso to Section 6 of the Act as to the vessels in which such petroleum must be contained.

FORM B.

Special License to transport dangerous Petroleum to be granted under Section 5 or Section 6 of the Petroleum Act (XII of) 1886.

No.

Fee, Rs....

License is hereby given to of under Section of the Petroleum Act, 1886, to transport cases (or tins, &c., as the case may be) containing in all gallons of dangerous petroleum from to subject to the rules and conditions prescribed on the reverse, and by the following route, namely :—

The amount of petroleum in each case (or tin &c.,) is stated below :—

This license shall continue in force only till the day of 189 .

(Signed)

Secretary to Government.

When the amount of petroleum does not exceed forty gallons. { *or* Commissioner or Deputy Commissioner of Police, Bombay. *or* Resident, Aden. *or* District Magistrate.

ENDORSEMENT ON FORM B.

Rules.

[Here enter Nos. 1, 2, 6 and 16 of the rules under Section 11 of the Act.]

Conditions.

This license is granted subject to the following conditions :—

1. The petroleum shall be contained in vessels labelled in accordance with Section 7 of the Act.

2. The petroleum shall be carried (here describe mode or modes of conveyance).

3. When the petroleum is carried by steamer it shall be stowed in such part of the steamer and in such manner as may be approved by the licensing officer or any officer appointed by him in writing in this behalf.

4. When the petroleum is carried by rail it shall be subject to all the regulations which may from time to time be prescribed generally or specially in that behalf by the Railway authorities of the line or lines over which it may be conveyed.

5. When the petroleum is being carried by boat, no smoking, fire or light of any description shall be allowed in the boat so long as it is within the limits of any port in the Bombay Presidency, including Aden. The boat containing the petroleum should also, from sunrise to sunset, show at its stern a red flag eighteen inches long and twelve

inches broad, having the words "Petroleum Boat" marked on it in black letters.

6. When the petroleum is carried by cart, the cart conveying the petroleum shall not move after sunset or before sunrise, or carry any light.

7. The license-holder is prohibited from delivering any quantity exceeding 3 gallons to any one who has not a license under Section 5 or 6 of the Act, or any less quantity of petroleum, except in accordance with the conditions of the proviso to Section 6 of the Act as to the vessels in which the petroleum must be contained.

FORM C.

License to possess Petroleum, other than dangerous Petroleum, to be granted under Section 10 of the Petroleum Act (XII of) 1886.

No.

Fee, Rs.....

License is hereby granted to
for the storage in the premises described below of
gallons of petroleum which is not dangerous petroleum, subject to the rules and conditions prescribed on the reverse.

This license shall continue in force only till the day of 189 .

Description of the premises above referred to :—

(Signed)
Municipal Commissioner, Bombay.
or Resident, Aden.
or District Magistrate.

The *189* .

ENDORSEMENT ON FORM C.

Rules.

[Here enter Nos. 1 to 5, both inclusive, and No. 16 of the rules under Section 11 of the Petroleum Act (XII of) 1886.]

Conditions.

This license is granted subject to the following conditions :—

1. No goods of a combustible nature shall be stored in the premises in respect of which this license is granted.

2. No vessel containing petroleum shall be opened and no oil shall be drawn from any vessel within the building in which the petroleum is stored.

3. No smoking, fire or light in any form shall be permitted at any time within such building.

4. If the licensing officer requires the holder of this license, by notice in writing, to execute any repairs which may, in the opinion of such officer, be necessary for the safety of the premises

in respect of which this license is granted, the holder of this license shall execute the same within such period, not being less than one week from the date of the receipt of the notice, as may be fixed by the notice.

FORM D.

License to possess Petroleum in bulk, other than dangerous Petroleum, to be granted under Section 10 of the Petroleum Act (XII of) 1886.

No.

Fee, Rs.....

License is hereby granted to for the storage, in the place described below, of gallons of petroleum, subject to the rules and conditions prescribed on the reverse.

Description of the place above referred to :—

Municipal Commissioner, Bombay.
or Resident, Aden.
or District Magistrate.

The *189* .

ENDORSEMENT ON FORM D.

Rules.

[Here enter Nos. 1 to 5, both inclusive, and No. 16 of the rules under Section 11 of the Act.]

Conditions.

[Here enter such conditions as to plans and specifications as the Local Government has prescribed under Rule 3A of the rules made under Section 11.]

FORM E.

Special License to transport Petroleum, other than dangerous Petroleum, granted under Section 10 of the Petroleum Act (XII of) 1886.

No.

Fee, Rs.....

License is hereby granted to to transport from to , cases containing* gallons of petroleum, subject to the rules and conditions prescribed on the reverse.

This license shall continue in force till the day of 189 .

Dated 189 .

Commissioner or Deputy Commissioner of Police, Bombay.
or Resident, Aden.
or District Magistrate.

* Omit these words when petroleum is to be transported in bulk.

ENDORSEMENT ON FORM E.

Rules.

[Here enter Nos. 1, 2, 6 and 16 of the rules under Section 11 of the Act.]

Conditions.

This license is granted subject to the following conditions :—

When conveyed by Steamer.

1. The petroleum shall be stowed in such part of the steamer and in such manner as may be approved by the licensing officer or any officer appointed by him in writing in this behalf.

When conveyed by Boat.

2. No smoking, fire or light of any description shall be allowed in the boat in which the petroleum is being carried.

3. The boat conveying the petroleum shall also, from sunrise to sunset, show at its stern a red flag 18 inches long and 12 inches broad, having the words "Petroleum Boat" marked on it in black letters.

When conveyed by Cart.

4. The carts conveying the petroleum shall not move after sunset or before sunrise, or carry any light.

When conveyed by Rail.

5. The petroleum shall be subject to all the regulations which may from time to time be prescribed generally or specially in that behalf by the Railway authorities of the line or lines over which it may be conveyed.

6. When this license is granted for oil in bulk, the steamer, barge, cart or railway wagon in which the oil is transported must be duly certified as required in Rule 6 of the rules under Section 11. When the license is granted for petroleum otherwise than in bulk, the petroleum must, as required in the said Rule 6, be packed in air-tight tins or other vessels not easily broken or be contained in bottles securely stopped and carefully packed so as to avoid risk of breakage.

General Condition.

7. This license shall be valid only for the route specified on it and shall be produced to any railway or other carrying agency employed for the transport of the petroleum, and shall be returned to the licensing authority on the expiry of the term for which the license is valid.

FORM F.

General license to transport in bulk (or otherwise than in bulk* as the case may be) *Petroleum, other than dangerous Petroleum, to be granted under Section 10 of the Petroleum Act (XII of) 1886.*

See Rule 6,* (6) (*a*).

No.

Fee, Rs. 100.

A general license is hereby granted to to transport petroleum, other than dangerous petroleum in bulk* (or otherwise than in bulk, *as the case may be*), within the Presidency of Bombay, subject to the rules and conditions prescribed on the reverse.

This license shall continue in force till the

Dated the *day* *of* 189 .

{ Commissioner or Deputy Commissioner of Police, Bombay. *or* Resident, Aden. *or* District Magistrate.

ENDORSEMENT ON FORM F.

Rules.

[Here enter Nos. 1, 2, 6 and 16 of the rules under Section 11 of the Act.]

Conditions.

When conveyed by Steamer.

1. The petroleum shall be stored in such part of the steamer and in such manner as may be approved by the licensing officer or any officer appointed by him in writing in this behalf.

When conveyed by Boat.

2. No smoking, fire or light shall be allowed in the boat in which the petroleum is being carried.

3. The boat conveying the petroleum shall, from sunrise to sunset, show at its stern a red flag eighteen inches long and twelve inches broad, having the words "Petroleum Boat" marked on it in black letters.

When conveyed by Cart.

4. The carts conveying the petroleum shall not move after sunset or before sunrise, or carry any light.

When conveyed by Rail.

5. The petroleum shall be subject to all the regulations which may from time to time be prescribed generally or specially in that behalf by the Railway authorities of the line or lines over which it may be conveyed.

6. The number of the license shall be legibly marked on a conspicuous part of the last case on the cart, or in some other conspicuous manner.

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* G. N. No. 5710, dated 5th September 1893.

General Condition.

7. When this license is granted for oil in bulk, the steamer, barge, cart, or railway wagon in which the oil is transported must be duly certified as required in Rule No. 6 of the rules made under Section 11.

When the license is granted for petroleum otherwise than in bulk, the petroleum must, as required in the said Rule No. 6, be packed in air-tight tins or other vessels not easily broken, or be contained in bottles securely stopped and carefully packed so as to avoid risk of breakage.

FORM G.

Pass to be granted by the holder of General License No. , for the transport in bulk *(*or otherwise than in bulk* as the case may) *of Petroleum, other than dangerous Petroleum.*

No.

This pass covers cases containing* gallons of petroleum *bond fide* the property of while in transport from to

Dated 189.

Holder and General License No.

* The words " cases containing " to be omitted when the petroleum is transported in bulk.

ENDORSEMENT ON FORM G.

When conveyed by Steamer.

1. The petroleum shall be stowed in such part of the steamer and in such manner as may be approved by the licensing officer or any officer appointed by him in writing in this behalf.

When conveyed by Boat.

2. No smoking, fire or light shall be allowed in the boat in which the petroleum is being carried. The boat conveying the petroleum shall, from sunrise to sunset, show at its stern a red flag eighteen inches long and twelve inches broad, bearing the words " Petroleum Boat " marked on it in black letters.

When conveyed by Cart.

3. The carts conveying the petroleum shall not move after sunset or before sunrise, or carry any light.

When conveyed by Rail.

4. The petroleum shall be subject to all the regulations which may from time to time be prescribed generally or specially in that behalf by the Railway authorities of the line or lines over which it may be conveyed.

General Conditions.

5. The number of the general license under which this petroleum is transported shall be le-

* G. N. No. 5710, dated 5th September 1898.

gibly marked on a conspicuous part of the last case on the cart, or in some other conspicuous manner.

6. When this license is granted for oil in bulk, the steamer, barge, cart or railway wagon in which the oil is transferred must be duly certified as required in Rule 6 of the rules made under Section 11. When the license is granted for petroleum otherwise than in bulk, the petroleum must, as required in the said Rule 6, be packed in air-tight tins or other vessels not easily broken, or be contained in bottles securely stopped and carefully packed so as to avoid risk of breakage.

(G. N. No. 5018, dated 11th July 1893.)

III.—TESTING OF PETROLEUM.

1. Under the provisions of Section 21, sub-section (2), of the Petroleum Act, XII of 1886, the Governor General in Council is pleased to prescribe the following form of certificate of verification of petroleum testing apparatus:—

Certificate under Section 21 of the Petroleum Act XII of 1886.

This is to certify that the apparatus stamped by me with the No. and with the date and provided with two slides, marked A and B and three thermometers numbered 1, 2 and 3, respectively, having been submitted to me for the purpose of being compared with the model test apparatus and verified under Section 21 of the Petroleum Act XII of 1886, has been compared and verified by me on the date aforesaid with the following results:—

I. When the slide marked A is used with the thermometer number 1 the apparatus records*..... the flashing point of an oil.†

II. When the slide marked A is used with the thermometer number 2, the apparatus records* .....the flashing point of an oil.†

III. When the slide marked A is used with the thermometer number 3, the apparatus records* .....the flashing point of an oil.†

IV. When the slide marked B is used with the thermometer number 1, the apparatus records * .....the flashing point of an oil.†

V. When the slide marked B is used with the thermometer number 2, the apparatus records * .....the flashing point of an oil.†

VI. When the slide marked B is used with the thermometer number 3, the apparatus records * .....the flashing point of an oil.†

(G. I., H. D., Notn. No. 1079, dated 2nd August 1890; *vide* G. N. No. 5430, dated 6th idem.)

* If the apparatus records correctly, enter here the word 'correctly.'

† If the apparatus records the flashing point above or below the truth as ascertained by comparison with the model test apparatus enter here '.....(degrees and decimals) too high' (or 'too low' as the case may be).

2. Under the provisions of Section 9 of the Petroleum Act of 1886, His Excellency the Governor in Council is pleased to appoint the officers hitherto * entrusted with the work of testing petroleum at Bombay, Aden and Karáchi to be the testing officers for the purposes of that Act and the rules made thereunder. (G. R. No. 5499, dated 7th August 1890.)

3. The following letter from the Chemical Examiner to Government, Calcutta (No. 827-A., dated 12th September 1890), on the subject of the use of the petroleum test apparatus supplied for the ports in the Bombay Presidency was forwarded to the Chemical Analyser to Government, Bombay, for information and guidance, and also to the Political Resident at Aden and the Commissioner in Sind for communication to the officers appointed to test petroleum at Aden and Karáchi :—

"I have the honour to bring to your notice the following points in connection with the use of petroleum test apparatus, on which I think it very desirable that definite instructions should be issued to officers employing the instruments.

"2. I have found the thermometers, on receipt from England, in most cases cannot be used at once, because a portion of the mercury from the column has been forced into the small pear expansion of the capillary bore at the top of the stem. This is owing to the cases containing the instruments having been inverted during transit; and as there is every probability of the boxes being treated in a similar way, in spite of 'this side up' labels, during their transmission in India, it is requisite that testing officers should be warned against a source of error which would entirely invalidate the accuracy of any tests. I have appended directions for setting the thermometers. It would, however, be far more satisfactory for me to personally set the instruments, and at the same time to give practical instructions in the use of apparatus. Though I have tried to render the directions as simple as possible, I fear that in the hands of officers unaccustomed to handle physical apparatus, thermometers will be broken in attempts at adjustment; and I have no spare ones to replace those broken.

"3. As Government is aware, two slides with three thermometers have been issued with each apparatus—two thermometers for testing ordinary oils, and the third for lubricating oils. Two contingencies are possible—a slide or thermometer may break. In the case of a thermometer breaking, two would still be left for carrying on the work; but in the case of one slide being thrown out of work, the fact of the remaining slide being actuated by mechanism and the risk of its breaking through any slight accidental cause, has to be remembered, and steps must, therefore, be at once taken to replace the broken one. The instruments have been verified as a whole. Each slide has been verified with each thermometer, and each thermometer with each slide; so that each set of instruments isssued, represents six sets of apparatus. A broken thermometer cannot be

* The work of testing petroleum was entrusted under the rules under the Petroleum Act VIII of 1881, in Bombay to the Chemical Analyser to Government or the Assistant Chemical Analyser to Government, in Karáchi to the Civil Surgeon or the Assistant Surgeon in charge of the Manora Dispensary and in Aden to the Port Surgeon; *vide* G. N., G. D., 4239, dated 9th November 1885.

replaced by a new one until it has been verified on each of the two slides. Similarly, a broken slide cannot be replaced by a new slide, until it has been tested with each of the three thermometers.

"4.* What is a testing officer to do when a slide or thermometer breaks? He cannot be supplied with duplicates unless he returns the whole set into store. I have in store two sets of apparatus. I propose calling them 'spare sets' No. 12 and No. 13. Madras and Bombay might each be supplied with one. I can also put together a third spare set, which might be kept in Calcutta, forming spare set No. 14. On a thermometer or a slide breaking, the testing officer should at once telegraph for a spare set to his Presidency town, and immediately on its arrival despatch to Calcutta his defective apparatus for re-verification.

5. It is desirable that I should have in store at least one dozen thermometers for the oil-cup, graduated from 50° to 100° Fahr. For testing ordinary petroleum, six thermometers, graduated from 56° to 200° Fahr., for testing lubricating oils and six thermometers for water-baths.

"6. Some of the spare slides now in store are defective and must be repaired."

Rules for Examination of Thermometers, &c., &c.

On receipt, examine each thermometer most carefully in a good light to ascertain whether any mercury or not has been forced into the small pear-shaped bulb at the top of the stem. A globule of mercury, no larger than a small pin's head, thus detached from the column will entirely vitiate the results of a test. If mercury be found detached from the columns, grasp the lower part of the stem of the thermometer with the right hand while the fingers support the bulb, and try and jerk the detached mercury back into the column; should this fail, very cautiously heat the bulb, when the mercury will ascend and enter the bulb at the top, and thee allowing the instrument to cool; as the mercury descends it takes with it the detached column. In this manner the greater part of the detached mercury will be forced to join the main column, but it sometimes happens that a very minute globule obstinately adheres to the apex of the pear-shaped bulb at the top of the stem. It may occasionally be dislodged by tapping the tube; it is not permissible to heat the mercury in the bulb until the whole of the pear-shaped cavity is filled; the instrument would certainly be broken under such conditions, but the pear-shaped bulb may be very cautiously and slowly heated, and the mercury vapourized and made to condense in the capillary bore. The mercury in the bulb is then heated, until the two columns unite. A break due to a minute bubble of air will sometimes be seen between the two columns, in which case the heating of the mercury in the bulb should be continued, until the portion of the columns in which the air bubble occurs has overflowed into the pear-shaped cavity. The instrument is then allowed to cool, when the mercury will contract, and the overflowed portion be withdrawn from the pear-shaped bulb. These operations must be conducted with the utmost caution, as thermometers are very easily fractured.

If the water-bath thermometer be accidentally broken, telegraph to Calcutta for a new one, and as a temporary measure use an oil-cup thermometer. It is not necessary to return the water-bath into store to have a new thermometer fixed.

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* *Note.*—The suggestion contained in this paragraph, that the Governments of Madras and Bombay should be supplied with a spare set each of the apparatus and that a third set should be kept in reserve at Calcutta, was approved by the Government of India, provided that the instruments referred to were not intended for ports to which they have not been sent; *vide* Government of India, Home Department, letter No. 1395, dated 25th September 1890, to the Chemical Examiner to Government, Calcutta.

If a slide or an oil-cup thermometer be broken, telegraph, in the case of stations in the Bengal, Bombay and Madras Presidencies, to Calcutta, Bombay and Madras, respectively, for a spare set of apparatus. On receipt of the spare set, return immediately to Calcutta both slides, all the oil-cup thermometers and the testing-cup. The water-bath, jacket and water-bath thermometer need not be returned.

(G. R. No. 7426, dated 18th October 1890.)

4. Under the provisions of Section 21, Sub-section (5), of the Petroleum Act, XII of 1886, the Governor General in Council is pleased to prescribe a fee of one rupee for the inspection of the model test apparatus deposited in the office of the Chemical Examiner to Government, Calcutta. (G. I., H. D., Notn. No. 1474, dated 9th October 1890; *vide* G. R. No. 7727, dated 30th idem.)

5. Under the provisions of Section 21, Sub-section (1) of the Petroleum Act, XII of 1886, the Governor General in Council is pleased to prescribe the following rates of fees for the verification of apparatus for testing petroleum, which may be submitted to the Chemical Examiner to Government, Calcutta, for that purpose, *viz.* :—

Rs. 16 for the verification of one slide with one thermometer, which fee will cover the cost of engraving the name of the owner on the apparatus, and Rs. 10 for each additional slide or thermometer verified after the first. (G. I., H. D., Notn. No. 1475, dated 9th October 1890; *vide* G. R. No. 7727, dated 30th idem.)

IV.—MISCELLANEOUS.

1. *Provisional publication of draft Rules.*—In exercise of the power conferred by Section 24, Sub-section (1), of the Indian Petroleum Act, 1899 (VIII of 1899), the Governor General in Council is pleased to direct, in supersession of the Notification of the Government of India in the Home Department, No. 187, dated the 1st February 1887, that drafts of rules which it may be proposed to make under the said Act shall be published—

(*a*) when the authority making the rules is a Local Government, in three consecutive issues of the local official Gazette in English and in such other language or languages as the Local Government may direct; and

(*b*) when the authority making the rules is the Governor General in Council, in three consecutive issues of the *Gazette of India* in English, and in three consecutive issues of the local official Gazette (if any) of every Local Government in British India in English and in such other language or languages as the Local Government may direct.

(G. of I. Notn. No. 562, dated 12th April 1899; *vide* G. R. No. 3034, dated 2nd May 1899.)

2. *Report on applications for licenses to import dangerous petroleum.*—The Chemical Ana[illegible] to

Government should in reporting on applications for licenses to import dangerous petroleum, state specifically his opinion on the points mentioned in clause (3) of Section 5 of the Petroleum Act XII of 1886, in order to enable Government to decide whether the licenses asked for can be granted, consistently with the provisions of the Act. (G. R. No. 445, dated 19th January 1891.)

3. It is necessary that, in the matter of import of dangerous petroleum, the Municipal Commissioner for the City of Bombay should exercise the discretion vested in him under No. 11 of the Rules to regulate the granting of licenses for the Possession and Transport of Petroleum in the Presidency of Bombay. The case contemplated by Rule 11 is the case of such forms of petroleum, as mineral naphtha or benzoline, as are distillates of petroleum. These are used for certain purposes for which non-dangerous petroleum cannot be used. In the case of paints and varnishes, the presence of dangerous petroleum is not a necessity. In view of this distinction on which the Petroleum Act lays so much stress, and also considering the special risk which attaches to the use of a dangerous form of an article such as paint with which no special danger or precaution has hitherto been associated, the Municipal Commissioner should adopt measures for checking the import of quantities of dangerous petroleum not exceeding 40 gallons. With this object the Municipal Commissioner should refer to the Customs authorities all applications which he may receive for licensing consignments of less than 40 gallons of dangerous petroleum. In reply the Customs Authorities could state as contemplated in 5 (2) (*b*) the purpose for which the oil is to be used, and (*c*) that petroleum other than dangerous petroleum cannot be used for this purpose. With the information before him, the Municipal Commissioner would be in a position to exercise the discretion vested in him under Rule 11.

2. No avoidable delay should be allowed to occur in disposing of applications for licenses. (G. R. No. 6759, dated 19th September 1893.)

4. *Fees.*—In the case of petroleum imported on behalf of Government, the consignees should pay the prescribed fee leviable on the transport license and then prefer an application for its refund. (G. R. No. 2048, dated 19th March 1891.)

5. Fees for testing Government petroleum should not be demanded. (G. R. No. 7276, dated 22nd October 1891.)

6. The fees for licenses levied by the Commissioner of Police, Bombay, under the rules under the Petroleum Act should be in cash. (G. R. No. 7464, dated 12th October 1893; *vide* also G. R., G. D., No. 3452, dated 20th September 1884.)

7. *Certificated Petroleum.*—No certificates [redacted] the ports of exports should be recognized

under Section 2 (3) of the Petroleum Import Rules. (G. R. No. 9104, dated 18th November 1892.)

8. *Transport.*—The removal of petroleum from a warehouse to a shop or other place within the city of Bombay is a 'transport' within the meaning of that term as defined in Section 3 (4) of the Petroleum Act, 1886. This strict interpretation, however, would probably cause great inconvenience without much corresponding advantage, and it need not be insisted on in practice, if the Bombay Government are satisfied that it can safely be disregarded. The existing practice according to which licenses for removal from one warehouse or place to another within the city are required only in the case of dangerous petroleum, is a very reasonable one. (G. I., H. D., No. 747, dated 3rd July 1893; *vide* G. R. No. 5018, dated 11th idem.)

In exercise of the power conferred by Section 21 of the Indian Petroleum Act, 1899, His Excellency the Governor in Council is pleased to exempt from the operation of all the provisions of the said Act and of all the rules made under the said Act, shale oil, which has its flashing point not lower than two hundred degrees of Fahrenheit's thermometer and is imported as ordinary cargo and in quantities not exceeding ten thousand gallons in each consignment. (G. N. No. 5364, dated 2nd August 1899.)